



**EQUITABLE.
PREDICTABLE.
TRANSPARENT.**



Street Impact Fee Briefing: *Ordinance Development*



City Council Mobility Committee
October 8, 2020
Austin Transportation Department

Overview

- Prior Meetings and Actions
- Ordinance Elements
- Policy Recommendations
- Revenue Projections
- Next Steps

Prior Meetings & Actions 2016-2019

- **June 9, 2016:** City Council authorized ATD to procure consultant to develop Street Impact Fees (SIF)
- **July 25, 2017:** Impact Fee Advisory Committee recommended approval of Land Use Assumptions for 10-year growth & Service Areas
- **Oct. 19, 2017:** City Council held Public Hearing on Land Use Assumptions
- **April 11, 2019:** Council adopted the Austin Strategic Mobility Plan, calling for implementation of SIF program to fund roadway capacity improvements necessitated by growth
- **June 13, 2019:** Impact Fee Advisory Committee recommended approval of Roadway Capacity Plan
- **Aug. 8, 2019:** City Council held Public Hearing on SIF study assumptions (Land Use Assumptions & Roadway Capacity Plan)
- **Aug. 22, 2019:** City Council approval of SIF study assumptions

Prior Meetings & Actions 2020

- **March 4, 2020:** Impact Fee Advisory Committee recommended approval of Street Impact Fee Study Report
- **April 14, 2020:** Impact Fee Advisory Committee recommended fee collection rates and policy
- **April 30, 2020:** Council Mobility Committee
- **June 9, 2020:** Council work session, SIF briefing on IFAC recommendation ← *Last Council briefing*
- **June 16, 2020:** Bicycle Advisory Council
- **June 17, 2020:** Codes & Ordinances Joint Committee
- **July 6, 2020:** Pedestrian Advisory Council
- **July 8, 2020:** Codes & Ordinances Joint Committee - Policy recommendations
- **July 10, 2020:** Urban Transportation Commission - Policy recommendations
- **July 21, 2020:** Public webinar on draft staff recommendation
- **July 28, 2020:** Planning Commission - Policy recommendations
- **July 30, 2020:** City Council held Public Hearing on SIF ordinances (items subsequently withdrawn)
- **Sep. 17, 2020:** City Council set Public Hearing on SIF ordinances for November 12

Feedback

- Groups we've met with:
 - Austin Chamber of Commerce
 - Urban Land Institute
 - Austin Infill Coalition
 - Austin Neighborhoods Council
 - Austin Contractors & Engineers Association
 - American Institute of Architects Austin Chapter
 - Real Estate Council of Austin
 - Home Builders Association of Greater Austin
 - Evolve Austin
 - AURA
 - Bicycle Advisory Council
 - Texas Society of Professional Engineers, Travis Chapter
 - Austin Housing Coalition
 - Pedestrian Advisory Council

- What we've heard:
 - Smaller and infill development concerns
 - Encouraging ADUs
 - Not wanting to disincentivize house-scale multifamily and missing middle
 - Considering equity (historic underinvestment) & affordability
 - Reductions for deeply affordable housing
 - Encouraging sustainable transportation and meeting ASMP goals
 - Current economic environment
 - Wanting growth to pay for growth

SIF Ordinance Elements & Policy Recommendations

Ordinance Elements

Council can consider the following factors in establishing policy:

- **Collection rate:** Use a different collection option by Service Area or Land Use type
- **Effective Date (grace period and phasing):** Start with one option in year 1 and transition to another option in the future
- **Offsets:** In all options, fees would be offset by system improvements that are built by development
- **Reductions:** For different development types that reduce impacts to roadway capacity, like transit-oriented development, or that further other City objectives, such as affordable housing

SIF Ordinances

Code Ordinance

- Adds Article 9 to City Code Chp. 25-6 (Transportation)
- Enabling language for SIF fee and program

Fee Ordinance

- Adopts SIF Study (Exhibit A)
- Maximum fee table
- Collection fee schedule
- Land Use Vehicle-Mile Equivalency Table (LUVMET)

Draft Code Amendment Ordinance

- Amends Chapter 25-6. - Transportation
 - Creates Article 9. Street Impact Fees
- Division 1. - General Provisions.
 - § 25-6-657 - APPLICABILITY.
 - § 25-6-658 - DEFINITIONS.
 - § 25-6-659 - ADOPTIONS BY SEPARATE ORDINANCE. ← Fee schedule & SIF Study adopted by separate ordinance
 - § 25-6-660 - ACCOUNTS.
- Division 2. - Fee Established.
 - § 25-6-661 - ASSESSMENT AND COLLECTION OF IMPACT FEES AUTHORIZED.
 - § 25-6-662 - ASSESSMENT OF STREET IMPACT FEES.
 - § 25-6-663 - AMOUNT OF FEE: COLLECTION RATE.
 - § 25-6-664 - COMPUTATION OF IMPACT FEES TO BE COLLECTED.
- Division 3. - Determination of Service Units.
 - § 25-6-665 – ALTERNATIVE CALCULATION OF SERVICE UNITS.
- Division 4. - Reductions and Offsets.
 - § 25-6-666 - REDUCTION ON COLLECTION OF STREET IMPACT FEES.
 - § 25-6-667 – MOBILITY RELATED REDUCTIONS.
 - § 25-6-668 – AFFORDABILITY RELATED REDUCTIONS.
 - § 25-6-669 - OFFSETS AGAINST STREET IMPACT FEES.

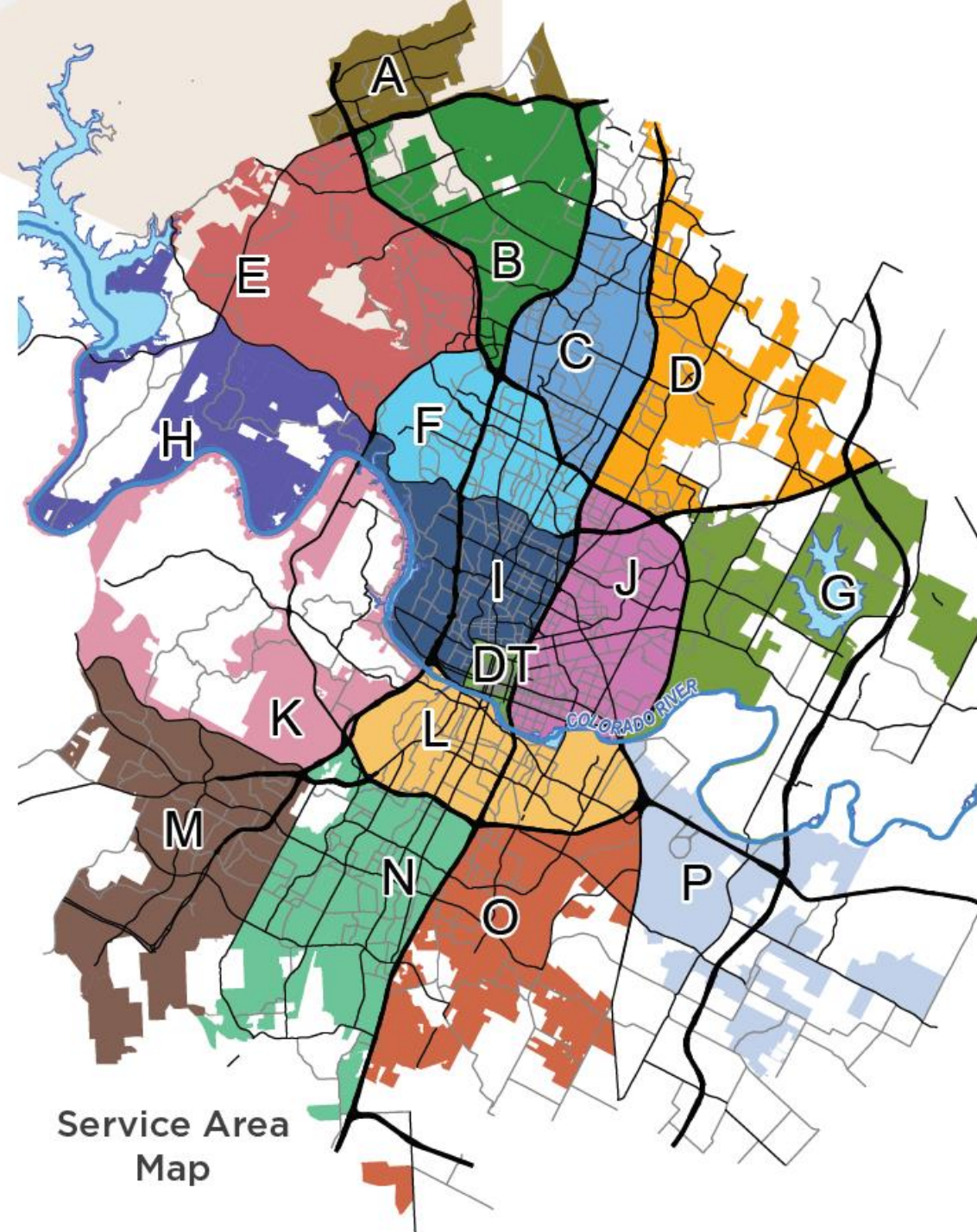
Draft Fee Schedule Ordinance

- Part 1. – Adoptions Under Street Impact Fee Program.
 - (A) Land Use Assumptions and Roadway Capacity Plan
 - (B) Service Areas
 - (C) Maximum Assessable Impact Fee Per Service Unit
 - **(D) Collected Street Impact Fee**
 - (E) Service Units shall be determined by land use type and development units per Land Use Vehicle-Mile Equivalency Table (LUVMET)
 - Defines “Inside Loop” and “Outside Loop” Service Areas
- **Effective date**

Service Area Definitions

- Street Impact Fee Service Areas “F,” “I,” “J,” “DT,” and “L” are located entirely within the highway boundaries of SH 71, US 183, and SL 360. These are “**Inside Loop**” Service Areas.
- Street Impact Fee Service Areas “A,” “B,” “C,” “D,” “E,” “G,” “H,” parts of “K,” “M,” “N,” “O,” and “P” are located outside the boundaries of SH 71, US 183, and SL 360. These are “**Outside Loop**” Service Areas.

→ Informs trip length → informs vehicle-miles generated per dev. unit



Land Use Category	ITE Land Use Code	Development Unit	Veh-Mi Per Dev-Unit Inside Loop (Service Unit)	Veh-Mi Per Dev-Unit Outside Loop (Service Unit)
PORT AND TERMINAL				
Truck Terminal	030	1,000 SF GFA	10.00	10.00
INDUSTRIAL				
General Light Industrial	110	1,000 SF GFA	1.93	3.78
Industrial Park	130	1,000 SF GFA	1.23	2.40
Manufacturing	140	1,000 SF GFA	2.06	4.02
Warehousing	150	1,000 SF GFA	0.58	1.14
Mini-Warehouse	151	1,000 SF GFA	0.52	1.02
RESIDENTIAL				
Single-Family Detached Housing	210	Dwelling Unit	2.87	4.26
Townhomes / Duplexes / Triplexes / 4-Plexes / ADUs	220	Dwelling Unit	1.62	2.41
Mid-Rise Apartments or Condominiums	221	Dwelling Unit	1.28	1.89
High-Rise Apartments or Condominiums	222	Dwelling Unit	1.04	1.55
Mobile Home Park	240	Dwelling Unit	1.33	1.98
Senior Adult Housing-Detached	251	Dwelling Unit	0.87	1.29
Senior Adult Housing-Attached	252	Dwelling Unit	0.75	1.12
Assisted Living	254	Beds	0.75	1.12
LODGING				
Hotel	310	Room	1.62	1.63
Motel / Other Lodging Facilities	320	Room	1.03	1.03
RECREATIONAL				
Golf Driving Range	432	Tee	3.64	3.98
Golf Course	430	Acre	0.81	0.89
Recreational Community Center	495	1,000 SF GFA	6.72	7.35
Ice Skating Rink	465	1,000 SF GFA	3.87	4.23
Miniature Golf Course	431	Hole	0.96	1.05
Multiplex Movie Theater	445	Screens	39.95	43.66
Racquet/ Tennis Club	491	Court	11.12	12.15
INSTITUTIONAL				
Religious Place of Worship	560	1,000 SF GFA	1.54	1.54
Day-Care Center	565	1,000 SF GFA	10.53	10.59
Elementary School	520	Students	0.29	0.29
Middle School / Junior High School	522	Students	0.29	0.29
High School	530	Students	0.24	0.24
Junior / Community College	540	Students	0.19	0.19
University/ College	550	Students	0.25	0.26
MEDICAL				
Clinic	630	1,000 SF GFA	12.17	11.09
Hospital	610	1,000 SF GFA	3.60	3.28
Nursing Home	620	Beds	0.82	0.74
Animal Hospital/ Veterinary Clinic	640	1,000 SF GFA	9.16	8.35

Land Use Category	ITE Land Use Code	Development Unit	Veh-Mi Per Dev-Unit Inside Loop (Service Unit)	Veh-Mi Per Dev-Unit Outside Loop (Service Unit)
OFFICE				
Corporate Headquarters Building	714	1,000 SF GFA	2.23	2.03
General Office Building	710	1,000 SF GFA	4.27	3.89
Medical-Dental Office Building	720	1,000 SF GFA	12.84	11.69
Single Tenant Office Building	715	1,000 SF GFA	6.34	5.78
Office Park	750	1,000 SF GFA	3.97	3.62
COMMERCIAL				
Automobile Related				
Automobile Care Center	942	1,000 SF GFA	5.05	5.07
Automobile Parts Sales	843	1,000 SF GFA	7.56	7.59
Gasoline/Service Station	944	Vehicle Fueling Position	4.88	4.88
Gasoline/Service Station w/ Conv Market	945	Vehicle Fueling Position	3.70	3.70
New Car Sales	841	1,000 SF GFA	5.24	5.26
Quick Lubrication Vehicle Shop	941	Servicing Positions	7.86	7.89
Self-Service Car Wash	947	Stall	1.99	1.99
Tire Store	848	1,000 SF GFA	7.75	7.78
Dining				
Fast Food Restaurant with Drive-Thru Window	934	1,000 SF GFA	27.61	27.78
Fast Food Restaurant without Drive-Thru Window	933	1,000 SF GFA	23.95	24.09
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	15.04	15.09
Quality Restaurant	931	1,000 SF GFA	11.80	11.84
Coffee/Donut Shop with Drive-Thru Window	937	1,000 SF GFA	7.81	7.81
Other Retail				
Free-Standing Discount Store	815	1,000 SF GFA	9.84	10.75
Nursery (Garden Center)	817	1,000 SF GFA	14.14	15.45
Home Improvement Superstore	862	1,000 SF GFA	3.52	3.85
Pharmacy/Drugstore w/o Drive-Thru Window	880	1,000 SF GFA	11.64	12.72
Pharmacy/Drugstore w/ Drive-Thru Window	881	1,000 SF GFA	15.28	16.70
Shopping Center	820	1,000 SF GLA	7.30	7.98
Supermarket	850	1,000 SF GFA	17.20	18.79
Toy/Children's Superstore	864	1,000 SF GFA	10.19	11.13
Department Store	875	1,000 SF GFA	3.99	4.36
SERVICES				
Walk-In Bank	911	1,000 SF GFA	12.30	12.38
Drive-In Bank	912	Drive-in Lanes	29.83	30.01
Hair Salon	918	1,000 SF GLA	1.72	1.73

Fee Calculation Examples

*No. of Development Units * Vehicle-miles per development unit * Collection Rate (\$ per vehicle-mile) = Collection Fee*

(1) 258 Units Mid-Rise Apartments | Residential | Outside the loop

258 units * 1.89 vehicle-miles per dwelling unit
* \$850 per vehicle-mile = \$414,477.00

(2) 10,000 SF Office | Nonresidential | Inside the loop

10 * 4.27 vehicle-miles per 1,000 SF * \$1,215
per vehicle-mile = \$51,880.50

Land Use Category	ITE Land Use Code	Development Unit	Veh-Mi Per Dev-Unit Inside Loop (Service Unit)	Veh-Mi Per Dev-Unit Outside Loop (Service Unit)
RESIDENTIAL				
Single-Family Detached Housing	210	Dwelling Unit	2.87	4.26
Townhomes / Duplexes / Triplexes / 4-Plexes / ADUs	220	Dwelling Unit	1.62	2.41
Mid-Rise Apartments or Condominiums	221	Dwelling Unit	1.28	1.89
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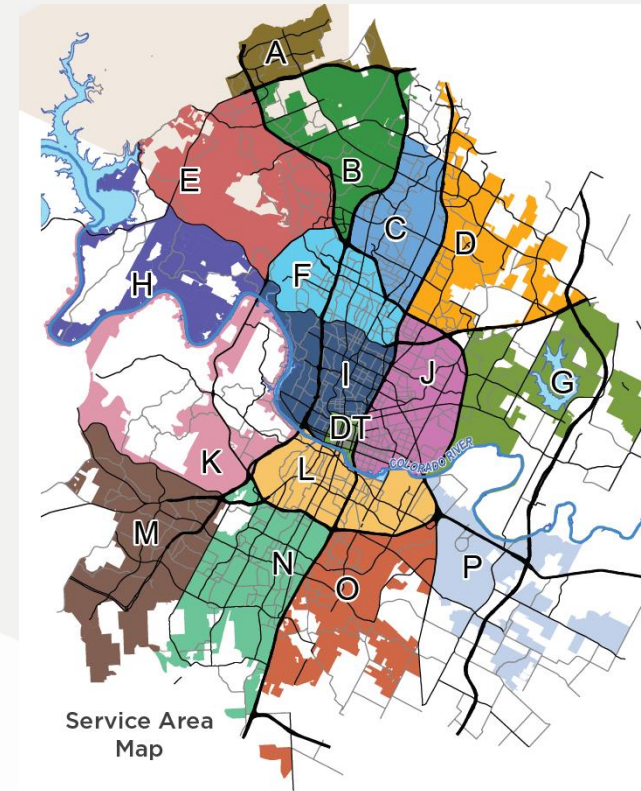
OFFICE				
Corporate Headquarters Building	714	1,000 SF GFA	2.23	2.03
General Office Building	710	1,000 SF GFA	4.27	3.89
Medical-Dental Office Building	720	1,000 SF GFA	12.84	11.69
Single Tenant Office Building	715	1,000 SF GFA	6.34	5.78
Office Park	750	1,000 SF GFA	3.97	3.62

Ordinance Elements: Collection Rate

- **Impact Fee Advisory Committee** – 50% of the maximum for each Service Area for non-residential land uses and at 35% of the maximum for each Service Area for residential land uses as determined in the study
- **Codes & Ordinances** – phase-in over 5 years
- **Planning Commission** – no recommendation on collection rate; separate fee schedule for downtown and UNO/West Campus area
- **Staff recommendation (DRAFT)** – 50% of the *citywide* maximum for non-residential land uses and at 35% of the *citywide* maximum for residential land uses as determined in the study
 - Small business exemption: specific non-residential land uses under 1,000 square feet (\$0 collection rate), under 5,000 square feet (\$608/vehicle-mile collection rate)
 - Financial institutions: \$0 collection rate in Service Areas D, G, O and P
 - Grocery stores: \$0 collection rate in Service Areas D, G, O and P

Maximum Impact Fees & Staff Recommended Collection Rates

- Staff utilized IFAC's percentage but used Citywide values
- 50% of maximum for non-residential uses
 - \$1,215 / vehicle-mile
- 35% of maximum for residential uses
 - \$850 / vehicle-mile
- Simplifies calculation and improves equity



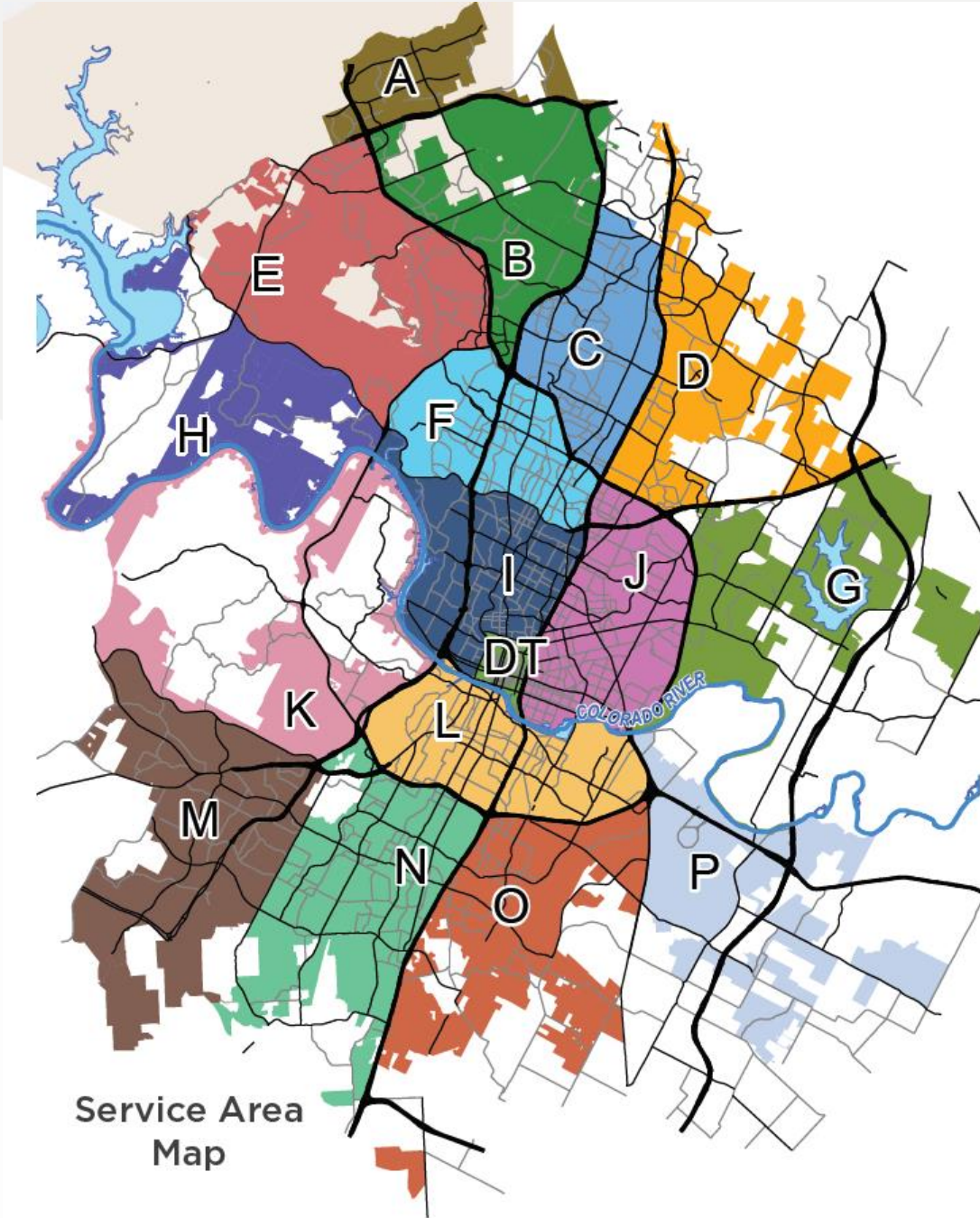
Maximum Fee Scenario					
Land Use	Average	Median	Highest*	Lowest**	Unit
Single Fam	\$ 10,633	\$ 9,449	\$ 24,504	\$ 3,906	DU
Duplex/ADU	\$ 6,013	\$ 5,345	\$ 13,862	\$ 2,205	DU
Restaurant	\$ 41	\$ 36	\$ 86.80	\$ 20.47	s.f.
Office	\$ 11	\$ 9	\$ 22.38	\$ 5.73	s.f.
Retail	\$ 21	\$ 18	\$ 45.90	\$ 9.94	s.f.

Staff Recommended Rate			
Land Use	Outside Loop	Inside Loop	Unit
Single Fam	\$ 3,621	\$ 2,440	DU
Duplex/ADU	\$ 2,049	\$ 1,377	DU
Restaurant	\$ 14	\$ 14	s.f.
Office	\$ 8	\$ 7	s.f.
Retail	\$ 9	\$ 10	s.f.

Staff Recommended Collection Rates

Service Area	Single Family (ITE 210)	Townhome / Duplex, ADUs or 1-2 Story Multi-Family (ITE 220)	Mid-Rise Apts & Condos 3-10 Stories (ITE 221)	High-Rise Apts & Condos 11+ Stories (ITE 222)	3,000 s.f. Restaurant (ITE 931)	10,000 sf. Office (ITE 710)	50,000 s.f. Retail (ITE 820)
Outside Loop	\$3,621.00	\$2,048.50	\$1,606.50	\$1,317.50	\$55,003.05	\$47,263.50	\$484,785.00
Inside Loop	\$2,439.50	\$1,377.00	\$1,088.00	\$884.00	\$54,820.80	\$51,880.50	\$443,475.00

Inside Loop means Service Areas entirely contained within the highway boundaries of SH 71, US 183, and SL 360. (F, I,J,L,DT)



Ordinance Elements: Effective Date

- **Impact Fee Advisory Committee** – recommends effective date is ordinance adoption date; all developments that obtain a building permit within one year of the effective date shall pay no impact fee (1-year grace period)
- **Staff recommendation (DRAFT)** – IFAC recommendation + an exception for development applications with transportation impact analyses that were approved prior to the adoption date would receive a 3-year grace period

Ordinance Elements: Offsets

- **Planning Commission** – On-site bicycle facilities or multimodal parking costs are deducted from total fee
- **Staff recommendation (DRAFT)** – Standalone bicycle and pedestrian improvements are not authorized as offsets per Local Government Code Chp. 395, unless the bicycle or pedestrian facilities are part of a Roadway Capacity Plan project.

The City may offset the improvements or funding for construction of any system facility included on the roadway capacity plan that is required or agreed to by the City under this section...

Ordinance Elements: Reductions

- **Impact Fee Advisory Committee**
 - Up to 20% fee reduction for internal capture
 - Up to 40% reduction based on an approved transportation demand management plan
 - City goals related to affordable housing should be considered when determining if reductions would be granted for qualifying projects
- **Codes & Ordinances** – provide a substantial discount for properties within a ¼ mile of the Transit Priority Network (TPN)
- **EDD staff request** – 100% fee reduction for creative spaces under 20,000 square feet

Ordinance Elements: Reductions

- **Planning Commission**

- Mobility Reductions: up to 40% reduction for sites within ½ mi of TPN based on reduced parking; up to 60% reduction for sites within ¼ mi of TPN or ½ mi of light rail stations based on reduced parking; 10% reduction if within ½ mi of Bicycle Priority Network
 - Exception: New single family or residential w/ >2 parking spaces per unit are not eligible
 - Alternative calculation: applicant may submit a TIA and be eligible for up to 70% max mobility reduction based on trip reductions
 - Treat downtown and UNO/West Campus as entirely served by bike/transit. Up to 70% reduction based on parking reduction.
- Anti-Displacement Policy: Any site containing existing residential units in active or potential displacement areas (per map to be published by NHCD) are not eligible for mobility reductions
- Affordable Housing: Scale reduction with income levels; scale reduction with affordability periods, reductions only available with on-site and off-site units, remove TDM requirement (i.e. developments with >50% affordable units can receive 100% reduction)
- Fee Exemptions/100% reduction
 - grocery stores in low-income areas not served by grocery stores
 - up to one (1) parking space can be added w/ an ADU if existing structure is preserved

Ordinance Elements: Reductions

- **Staff Recommendation (DRAFT)**

- Mobility Reductions:

- Internal Capture: up to 20% reduction
 - TDM measures (e.g., transit proximity, reduced parking)
 - Building reuse: 100% reduction for development of an existing occupied building that proposes adding 1,000 square feet or less
 - Infill Units: 100% reduction for existing land uses that add up to three additional dwelling units with no added parking

- Affordable Housing:

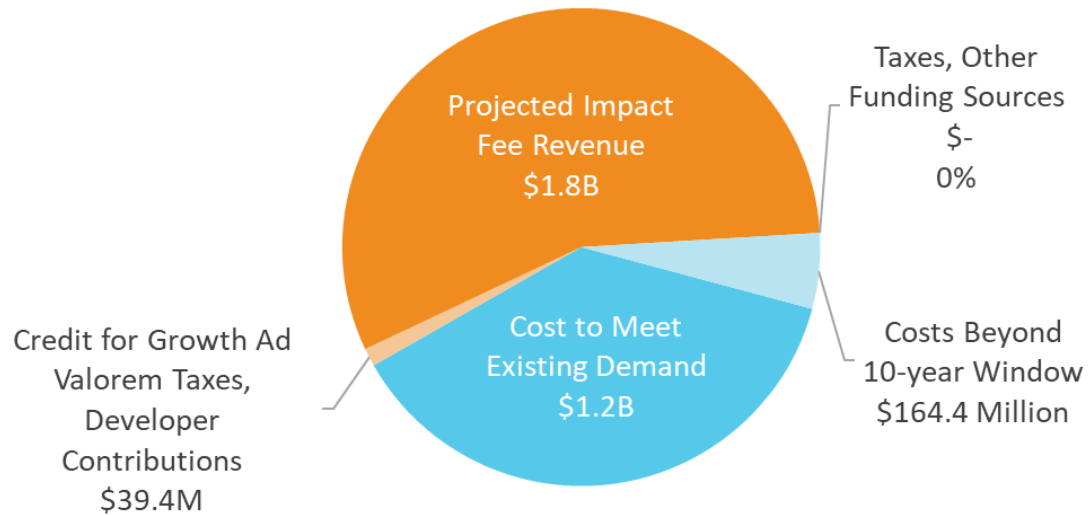
- In alignment with Local Government Code § 395.016
 - Applicants who meet requirements may request a 100% reduction for all service units that meet the requirements

Roadway Capacity Plan Costs and Revenue Projections

RCP Cost Breakdown – Dollars

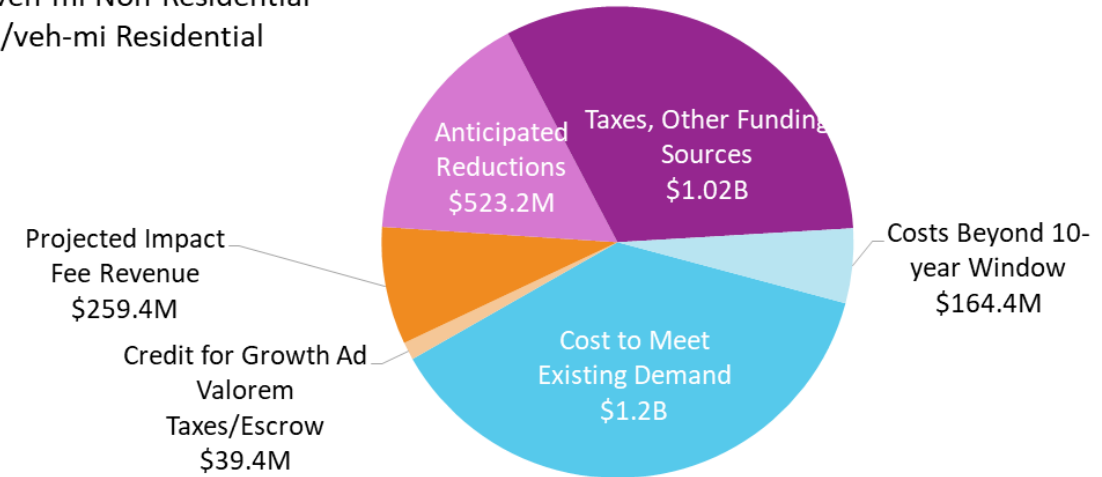
Maximum Fee

Street Impact Fees in Austin
\$3.2B - Citywide
Adopted 100% of Max Fee



Staff Rec Collection Rate with Estimated Reductions

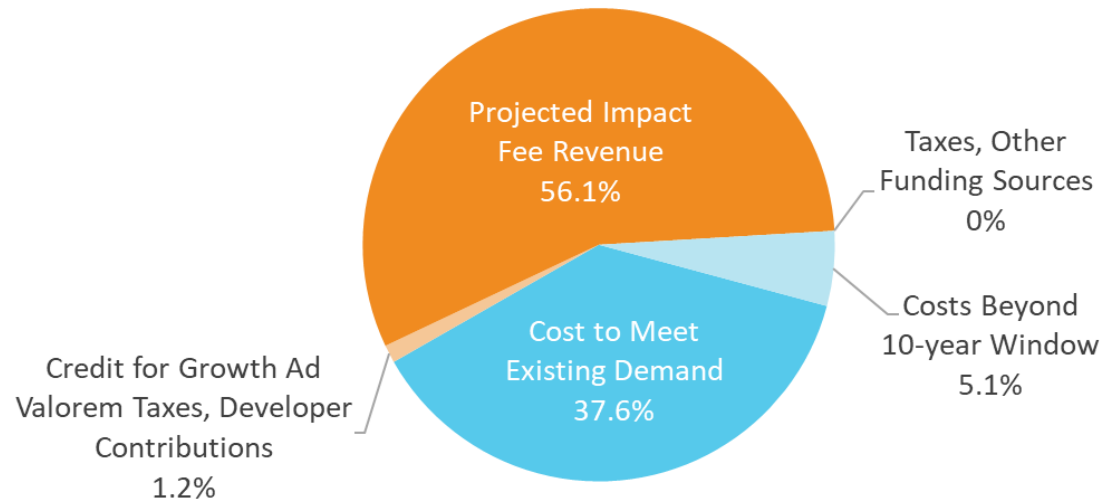
Roadway Impact Fees in Austin
\$3.215B - Citywide
Staff Recommended Rates:
\$1,215/veh-mi Non-Residential
\$850/veh-mi Residential



RCP Cost Breakdown – Percent (%)

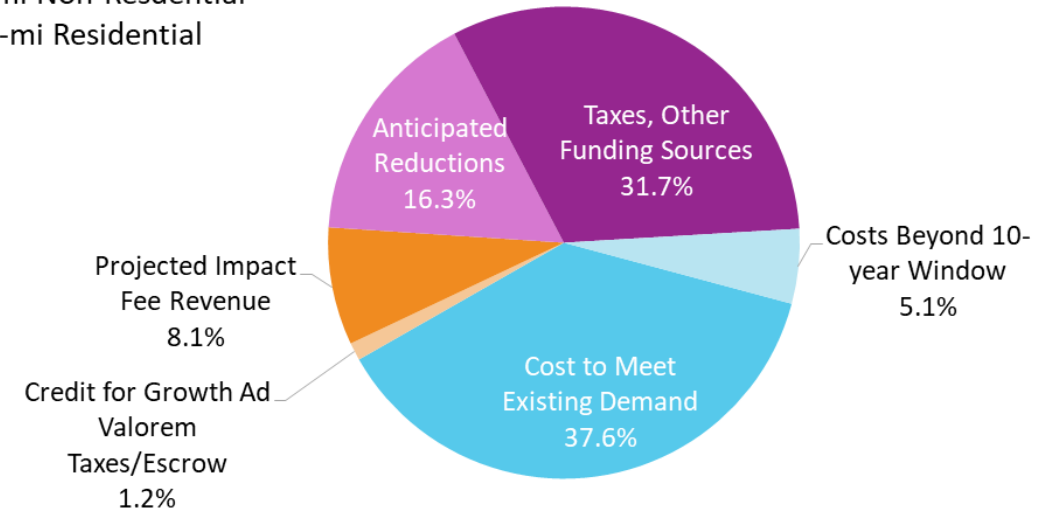
Maximum Fee

Street Impact Fees in Austin
\$3.2B - Citywide
Adopted 100% of Max Fee



Staff Rec Collection Rate with Estimated Reductions

Roadway Impact Fees in Austin
\$3.215B - Citywide
Staff Recommended Rates:
\$1,215/veh-mi Non-Residential
\$850/veh-mi Residential



Revenue Projections

- Based on \$1,215/vehicle-mile Non-Residential and \$850/vehicle-mile Residential Collection Rates:
 - **\$782 Million over 10 years (or \$78.2 Million per year) with no reductions**
- Cumulatively, anticipate about 2/3 of this total in reductions:
 - Anticipate 17% TDM reduction (based on transit adjusted vehicle miles and other TDM at 10%)
 - Anticipate 15% Internal Capture reduction
 - Anticipate 35% reduction for redevelopment & affordable housing incentives
- **Projected revenue with reductions: \$259 Million over 10 years (or \$25.9 Million per year)**

Ordinances Recap

Council determines:

- **Collection rate:** \$/vehicle-mile
- **Effective Date**
- **Offsets:** fees offset by system improvements that are built by development
- **Reductions:** for development types that reduce impacts to roadway capacity; affordable housing per state law

Why Street Impact Fees?

- Determining a method for growth to pay for necessary infrastructure in a way that is:
 - **Equitable** – the same type and intensity development pays equal fee within a Service Area
 - **Predictable** – can determine the fee without doing an intensive study
 - **Transparent** – a worksheet to calculate the fee would be publicly available
 - **Flexible** – fees collected can be spent within a Service Area on any projects identified in the study within 10 years of being collected
- Ultimate purpose is to develop a fair and reasonable fee development should pay for vehicle capacity improvements

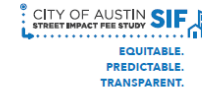
Next Steps

- Finalize staff recommended ordinances, Affordability Impact Statement
- Council Public hearing – **November 12**
- Ordinance approval
- Development of administrative procedures

More Information

austintexas.gov/streetimpactfee

- Study Final Report
- “101” one-pagers on study elements
- Updated FAQs
- July 21 Public Webinar
- Upcoming meetings
- Sign-up for updates
- Request a presentation
- Impact Fee Advisory Committee meetings



The City of Austin is proposing to develop and implement a Street Impact Fee Program. A Street Impact Fee would be a charge assessed on new development to pay for the construction or expansion of roadway facilities that are necessitated by and benefit that new development.

In August 2016, the City hired a consultant to assist with the technical analysis required by Chapter 395 of the Texas Local Government Code to determine the maximum assessable Street Impact Fee. Ultimately, City Council would consider adoption of an ordinance establishing the Street Impact Fee and the policies related to administering the program. The City anticipates presenting a proposed policy to Council in 2020. Staff will provide briefings and updates to Council, hold public hearings and engage in stakeholder outreach throughout the process.

CALCULATING THE MAXIMUM IMPACT FEE

The purpose of the City of Austin's Street Impact Fee Study is to determine the maximum assessable impact fee per unit of new development as allowed by Chapter 395 of the Texas Local Government Code. The maximum assessable fee is a technical calculation that includes a Service Area's 10-year anticipated growth and the identified planned roadway improvements within the Service Area, listed in the Roadway Capacity Plan (RCP) and Austin Strategic Mobility Plan (ASMP).

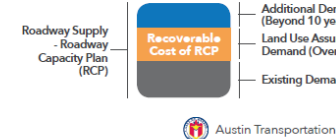
The Impact Fee Study report will provide the City Council with the maximum allowable roadway impact fee that could be assessed by the City of Austin. Following public review, discussion and a public hearing process, the City Council may establish an amount to be assessed (if any) up to the maximum established within the report and adopt a street impact fee ordinance accordingly. The ordinance would determine the actual collected fee (effective rate) as well as policies that could allow a reduction in the assessed or collected fee, referred to as Offsets and Discounts.

What are Offsets?
Fees would be offset by system improvements that are built by development. The implementation of offsets will be outlined in the report.

What are Discounts?
Additional discounts for different development types that further objectives, such as housing and transit development, could be included in the report.

HOW IMPACT FEES ARE CALCULATED

Maximum Impact Fees per Service Unit (per vehicle-mile), calculated by determining the cost of the 10-year RCP attributable to new growth. This is determined by looking at the supply by the RCP and removing existing demand (current traffic), supply that won't be needed in the next 10 years, based on Use Assumptions for growth. This proportion of the RCP is "recoverable cost of the RCP." The maximum impact fee is simply the Recoverable Cost of the RCP divided by the number of demand from the growth projections.

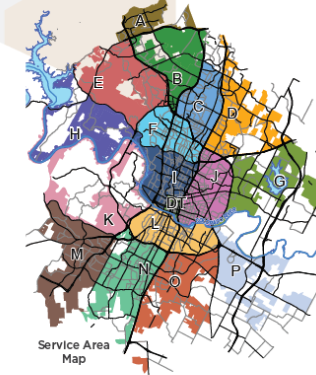


CREDITS AND FINANCING

The recoverable cost of the RCP is refined to account for credits to developer's past contributions to transportation and anticipated ad valorem taxes from new development. The cost is also refined to add costs for the debt incurred to finance the projects and reduced for the interest earnings expected on the debt.

IMPACT FEE RESULTS

Includes Townhome/Duplex Equivalent Maximum Fee



Maximum Impact Fee Per Service Unit
= Recoverable Cost of the RCP (\$) / New Service Units of Demand

Service Area	Determined by Study		Determined by Council
	Maximum Fee Per Service Unit (per vehicle mile)	Equivalent Maximum Fee Per Townhome/Duplex *	Collection Rate Per Service Unit** (per vehicle mile)
A ²	\$ 1,472	\$ 3,548*	\$ TBD**
B ²	\$ 4,479	\$ 10,974*	\$ TBD**
C ²	\$ 3,642	\$ 8,777*	\$ TBD**
D ²	\$ 2,218	\$ 5,345*	\$ TBD**
DT ¹	\$ 1,361	\$ 2,205*	\$ TBD**
E ²	\$ 2,043	\$ 4,923*	\$ TBD**
F ²	\$ 1,604	\$ 2,599*	\$ TBD**
G ²	\$ 3,071	\$ 7,402*	\$ TBD**
H ²	\$ 1,543	\$ 3,719*	\$ TBD**
I ¹	\$ 1,712	\$ 2,773*	\$ TBD**
J ¹	\$ 3,724	\$ 6,033*	\$ TBD**
K ²	\$ 5,752	\$ 13,862*	\$ TBD**
L ¹	\$ 2,520	\$ 4,082*	\$ TBD**
M ²	\$ 2,415	\$ 5,820*	\$ TBD**
N ²	\$ 1,507	\$ 3,632*	\$ TBD**
O ²	\$ 3,921	\$ 9,449*	\$ TBD**
P ²	\$ 3,011	\$ 7,258*	\$ TBD**

TO LEARN MORE, VISIT austintexas.gov/streetimpactfee



Contact:
Public Information Office
Austin Transportation Department
Office: (512) 974-8000
ATDPIO@austintexas.gov

1 - INSIDE "THE LOOP"
Trip Length for Single Family House is 2.83 miles

2 - OUTSIDE "THE LOOP"
Trip Length for Single Family House is 4.30 miles

* One or two levels (floors) per building such as duplex, townhomes, and single family houses < 1,200 SF

** Must be less than or equal to maximum impact fee as determined by the Study

Questions

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